

ENVIRONMENTAL

bulletin No 2, 2011

A photograph of a man and a woman fishing from a rocky shore. The man is standing and holding a fishing rod, while the woman is sitting on the rocks. The background shows a calm body of water and distant islands under a cloudy sky.

Implementing Baltic Sea Region strategy

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waste waters p. 6

Actions instead
of paperwork in
Jyväskylä p.8

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Integrated Sustainability
Management launched! p.10

Cooperation in the Baltic Sea Region is a successful model for the cooperation in Europe

After the reunification of the divided Europe, the cooperation in the Baltic Sea Region has become a role model for the cooperation in macro regions in Europe.

One key role in this process is played by the Council of the Baltic Sea States and the regional Agenda "Baltic 21", which is currently chaired by the Federal Republic of Germany.

Despite many successes in the common strive towards a protected Baltic Sea, this region still faces many challenges, influenced by its geographical situation, the low population density and its concentration in the urban areas and the different development in the bordering countries. Additionally the Baltic Sea is one of the most polluted sea areas in the world.

To this challenge the EU Baltic Sea Region Strategy answers in an innovative and integrative manner. It is innovative, because it goes beyond the classical regional policy and involves at the same time Russia, Belarus and Norway. It is integrative in formulating clear targets in the areas of environment, economy, infrastructure and security.

In the framework of implementing the EU BSR strategy, the federal government is involved in numerous transnational flagship projects for the protection of the environment, which have a leverage and high visibility in politics and among the public.

For example we are supporting the concept of the Baltic Sea Region as an "eco region", in the framework of the "Baltic 21 EcoRegion project". In this project it is investigated how the economy can be developed considering the environmental and resource protection aspects. With UBC as strategic partner in the Council of the Baltic Sea States, we promote a better network of cities, which are at first hand the motor for economic growth, development and innovation in the region. We work also for better rural-urban connections to raise the quality of life of the citizens.

Other initiatives comprise the development of a transnational strategy for climate change adaptation, supporting renewable energies and the sustainable management of marine resources in the Baltic Sea Region.

The cooperation in the Baltic Sea Region is also very active through many bilateral relations. For example Germany supports Poland, the Baltic countries and the region of Kaliningrad in their strive for nature protection.

A safe and clean Baltic Sea, an economically strong and innovative Baltic Sea Region, stable societies with social responsibility and a promising and sustainable network of cooperation in the region are the most important elements for a successful development of the Baltic Sea Region. The federal government will continuously be active together with the partners to achieve those goals.



*Dr. Norbert Röttgen,
Federal Environment Minister,
Germany*

UBC member cities (as of November 2011)

Aalborg • Aarhus • Baltijsk • Bergen • Botkyrka • Cēsis • Chojnice • Copenhagen • Elblag • Elva • Espoo • Gargzdai • Guldborgsund • Gävle • Gdańsk • Gdynia • Greifswald • Haapsalu • Halmstad • Helsinki • Jēkabpils • Jelgava • Jõgeva • Jõhvi • Jurmala • Jyväskylä • Kaliningrad • Kalmar • Karlskrona • Karlstad • Kaunas • Keila • Kemī • Kiel • Klaipėda • Køge • Kolding • Koszalin • Kotka • Kristiansand • Kristianstad • Kronshtadt • Kuressaare • Krynica Morska • Kārdla • Lahti • Liepāja • Linköping • Lomonosov • Luleå • Lübeck • Łeba • Maardu • Malbork • Malmö • Mariehamn • Marijampolė • Miedzyzdroje • Nacka • Narva • Næstved • Norrtälje • Oskarshamn • Paide • Palanga • Paldiski • Panevėžys • Pärnu • Peterhof • Pori • Porvoo • Pruszcz Gdanski • Rakvere • Reda • Rēzekne • Rīga • Rostock • Robertsfors • Sestroretsk • Siauliai • Sillamäe • Słupsk • Sopot • St. Petersburg • Sundsvall • Szczecin • Söderhamn • Tallinn • Tampere • Tartu • Tierp • Trelleborg • Tukums • Turku • Umeå • Ustka • Vaasa • Viljandi • Vilnius • Visby • Vordingborg • Vöro • Västervik • Växjö • Wismar • Örebro • Östhammar



Photo: Esther Kreutz

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ELTIS would like to invite you to register as a Friend of Eltis.

UBC Commission on Environment is present in several social medias.

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Book the dates in your calendar for European Climate Champions – Online conference

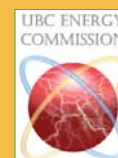
Planning Together for Better Quality of Life Toolkit out now!

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Editorial information

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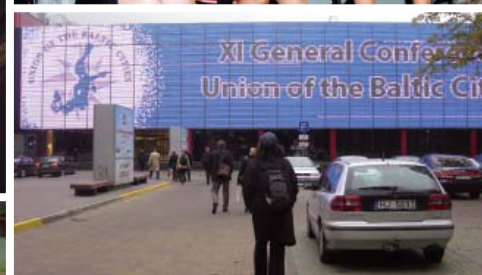
Cover photo: Turun kaupungin kuvapankki/Esko Keski-Oja

Printing house: Newprint Oy, in December 2011 on 100 % recycled paper.



Towards sustainable future – old chall

– 20 years of UBC environmental work



UBC was established in September 1991 in the city of Gdansk with the common declaration of the representatives from 32 cities. In the founding conference a special working group led by Mr Carl Nielsen from the city of Århus and Mr Hannu Tapani Klami from the city of Turku presented the first guidelines for the upcoming environmental work of the UBC. The first priority that was identified by them was on the agreement following cities “should start to work out strategies in the context of sustainable development for the environmental protection to limit the impact of urban life on environment”. This can be seen as the first reflection of UBC to the UN Earth Summit on Environment and Sustainable Development which took place in Rio de Janeiro year 1992 and started a new era in the global environmental work.

Sustainable development as a driving force in UBC has always been the issue number one. Important principle actions for UBC have also been exchange of experiences between cities, common projects on selected practical topics with groups of interested cities and co-operation with other international actors like WHO Healthy Cities and ICLEI.

Guided by policy documents

Lifting environmental issues high on the agenda in the founding conference of the UBC gave a good start for the work of the Commission on Environment (EnvCom). Active cities (and persons), in the early years, were Aarhus (Carl Nielsen), Turku (Mikko Jokinen) and a bit later Sundsvall (Peter Gavelin) and Nacka (Guldbrand Sjöenberg).

When the General Conference took place in Kaliningrad in 1993 the first action plan for the environmental work “The Baltic Sustainable Cities Programme” was launched. After that the work of the Commission has been guided with regular updated policy documents. An important milestone for UBC from the political point of view was the creation of formal working relations with HELCOM PITF in 1993, this has been a very successful partnership in a long run.

Establishment of the UBC EnvCom Secretariat

The first major funding decision for the joint city projects came in 1994 from the EU Life programme for the Baltic Municipal En-

engages in new operational environment

UBC.Text: **Mikko Jokinen** and **Björn Grönholm**

Photos: **UBC EnvCom archive**



vironmental Audit –project, later known as MEA. MEA had an important role in tutoring cities to work internationally in multinational teams and especially by introducing a very important tool, peer review for our city level cooperation.

MEA was also an important milestone to demonstrate, that the management of large international city projects is difficult to do on ad hoc bases only. This led to the idea of establishing a permanent secretariat for the Commission on Environment and this was realized in 1997, when the city of Turku decided to host it. First Esko Sorakunnas, then Risto Veivo and currently Björn Grönholm with their colleagues have built up the secretariat and lifted the environmental and sustainability work into an important role in the Baltic cooperation.

The diversity of the work of the Commission on Environment Secretariat has been high and achievements both in the political lobbying and in the practical project work between cities and other stakeholders successful. UBC EnvCom has e.g. created good working relations with all major European networks working with the sustainability issues on the local level, such as the European Sustainable Cities and Towns Campaign and the Aalborg commitments. The latest big development process has been the EU Baltic Sea strategy, where UBC EnvCom was actively involved in different roles including the implementation phase via several Flagship projects. The strategy process has deepened the cooperation of UBC with EU stakeholders, especially with DG Regio and DG Environment.

New opportunities for sustainable development

After 20 years of successful development and cooperation we still face the same basic environmental problems in the Baltic Sea region. The Baltic Sea itself is suffering from as many ecological problems as earlier. Now we have much deeper scientific knowledge of the situation and relevant programmes to overcome them. On the other hand, climate change is now a much more serious challenge for our cities than it used to be, linking the energy issues more strongly to the environmental debate.

Our present economic climate in Europe looks alarming, not only for the economy itself, but also for the entire global development. The traditional economic growth seems to be debatable and new hopes have been put on the green growth. This may be a new opportunity for sustainable development, as the environment and implementation of the environmental politics and legislation are major driving forces in building up green societies. This will be challenging for the Baltic cities and one of the main challenges for the work of the environmental work of the UBC.

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Towards cleaner waste waters

– technology transfer and knowledge development in the Baltic Sea Region

Text: **Hannamaria Yliruusi** and **Pekka Salminen** Photo: **Rudchenko Liliia**

Implementing the EU Strategy for the Baltic Sea Region requires multilateral cooperation and transnational investments also outside EU. The EU BSR strategy has, as one of its priorities, to reduce nutrient inputs to the sea to acceptable levels. One of the sub priorities of the strategy is the point 1.3. Cleaner Waste Waters. To reach the goal of cleaner waste waters effective measures are needed.

The most cost efficient way to improve the state of the Baltic Sea is to modernize the waste water treatment processes of municipalities and to invest in chemical phosphorus removal. Big improvements have already taken place e.g. in the city of St. Petersburg and in Poland, but great challenges still exists; the situation in the city of Kaliningrad being the number one. Also, many Belarusian cities discharge their poorly treated waste waters into rivers running to the Baltic Sea. Chemical phosphorus precipitation, technique used widely for example in the Nordic countries, has proven to give good results. However, technology transfer between countries needs resources. Furthermore, when new technology is adapted in the municipal wastewater treatment plants, the durability of the investments requires also training and competence development.

Responding to the current challenges requires practical multilateral cooperation, which is enabled by the EU funding programmes that aim at transnational investments. UBC Commission on Environment is running two projects PURE¹ and PRESTO², which both aim at improving the waste water treatment for example in Belarus and facilitate the knowledge transfer between the project partners from several of the EU member states and Belarus.

The co-operation between the EU and Belarus is possible because of suitable funding instruments. The PURE and PRESTO projects are co-financed by the Baltic Sea Region Programme 2007-2013, which enables tackling macro-regional problems like

eutrophication and poor quality of water within the entire catchment area of the Baltic Sea through joint activities between EU member states and Belarus.

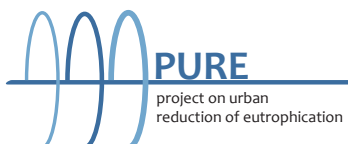
Anyhow, UBC is now piloting the investment procedures and the gained experiences show that the financial situation in Belarus, as well as legislative and operational differences, are challenging for this kind of cooperation. For sure, the financial situation will improve eventually, but especially the legislation related to tendering processes needs to be developed into a more coherent direction to enable beneficial transnational investments.

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1. PURE – Project on Urban Reduction of Eutrophication (www.purebalticsea.eu)
2. PRESTO – Project on Reduction of the Eutrophication of the Baltic Sea Today (www.prestobalticsea.eu)



Global businesses collaborate with Turku on first-of-its-kind city sustainability project

Text: **WSCSD**

Photo: **Turun kaupungin kuvapankki/Esko Keski-Oja**

Sustainability experts from six multinational companies gathered to identify opportunities to enhance urban sustainability in the city of Turku, Finland. It was a pioneering effort to develop new intensified public-private co-operation to achieve sustainability goals. The project was organized by the World Business Council for Sustainable Development's (WBCSD) Urban Infrastructure Initiative (UII).

Experts from Acciona, GDF Suez, Siemens, TNT, Toyota and UTC have analyzed sustainability challenges and proposed solutions for the city of Turku. In October 2011, the WBCSD presented the outcome report "Solutions Landscape for Turku" to the Mayor and close to 100 leading politicians of the city. The project collaboration with Turku was initiated in November 2010.

Practical recommendations

In a series of workshops, the UII team and the Turku city officials have debated the merits and practicalities of various initiatives for mobility, energy production and energy use. In order to achieve the goals set out, seven high priority actions were recommended by the UII team. The proposed actions are relatively easy to implement and have a high sustainability impact on Turku and comprise:

- Biogas production – generating "clean" local fuel for transport and producing compost as secondary product;
- Building automation – cutting energy used by systems such as heating, ventilation and air conditioning through electronic communication between equipment;
- Energy management – improving governance of the city's energy use to achieve consistent performance in areas such as public lighting and public buildings;
- Green logistics - cutting congestion and emissions by innovating with technology, supply chain features and collaborations;
- Green procurement – further enhancing the use of the city's purchasing power to choose goods and services with lower impacts on the environment;
- Material flow analysis – analyzing policies and performance to identify potential improvements, including necessary changes in people's behavior;
- Traffic management systems – reducing bottlenecks and encouraging people to use multiple transport modes by providing real-time information on current conditions.



"This first engagement in the UII project has proved the value of businesses being involved early in a city's sustainability planning. Our combined skills and experience, together with the city's knowledge, help transform cities' progress towards a sustainable future."

-Willfried Wienholt, Head of Urban Development, Corporate Development, Siemens One, Siemens AG

Turku as a first pilot city

At the ceremony with the Mayor and leading politicians of Turku, the Director of WBCSD Urban Infrastructure Initiative, Mr. Christian Kornevall stated: "Working on this project has been enriching: we drew on our members' cross-sectoral knowledge and expertise to come up with workable, practical solutions. Very soon the majority of the world's population will live in cities. In order for urban environments to be both livable and sustainable, they need investment. This is why we are developing a suite of initiatives. Reviews are underway for a number of cities across three continents."

"We have ambitious sustainability targets and this strategic, early-stage collaboration has helped us see how to achieve our vision. Sustainability cuts across different departments and working with companies from several sectors has helped us make the necessary connections and find the right solutions," responded, the deputy Mayor of Turku, Mr. Jarkko Virtanen.

The WBCSD is a CEO-led, global coalition of some 200 companies advocating for the progress on sustainable development. Its mission is to be a catalyst for the innovations and sustainable growth in a world, where resources are increasingly limited. Turku is the first pilot city of the Urban Infrastructure Initiative. Sea Region Programme of the European Region Development Fund.

More information:

WBCSD-website (www.wbcd.org), where also the "Solutions Landscape for Turku" report is available.

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Jyväskylä's climate program – action instead of paperwork!

Text: **Päivi Pietarinen** Photo: **Mauri Mahlamäki**

The climate program describes the common view of the city's entities on how to meet the challenges of climate change. During the preparation phase of the climate programme of the city of Jyväskylä, the objective was to increase the awareness of the impact of climate change and to establish a common ambition for taking consistent action to achieve a common goal in decision making and operations.

As a quantitative objective, the city intends to cut its greenhouse gas emissions by 20 percent by 2020 compared to the 2005 level. As Jyväskylä is a growing city, the objective has been set with the increasing population and its needs in mind. The actions are aimed at keeping greenhouse gas emissions in check even though the number of residents is growing.

From the start, the idea was to make the climate program a practical plan of action rather than just a piece of paperwork on strategy. When drafting the program, existing measures were also considered, so that everything was not reinvented from scratch. The city is doing, and has already done a lot to fight the climate change. Now, preparing for the climate change is also included. New and existing actions have been gathered under one program.

A wide preparation of the programme

A wide representation of the city's entities was requested for the working group preparing the climate program, especially from parties whose actions can have the most effect on climate change and at very best help to prepare for the challenges brought about by it. The work was directed by a steering group consisting of elected officials and representatives of partners. In addition, all city residents had the opportunity to participate in the preparation work in a workshop and by commenting on the draft.

The objectives of the climate program have been divided into eight sectors: awareness, energy, transport, land use, buildings, water supply, waste, and procurement. Objectives have been set for each sector, and measures selected for reaching the objectives. The measures function on various levels: they range from the use of motion sensors in lighting to utilizing the condensate heat from the ice stadium and from sustainable development programs at schools to directing construction along public transport connections.

Even though the climate program concentrates on measures that the city can implement through its decisions, actions and guidance, it is also intended to inspire us all to think about our choices and their impact on our environment.

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New models to forecast air emissions from shipping through SNOOP

Text and Photo: **Anu Keltaniemi**

We live in a global world where the society is supported by the global markets. Shipping and shipping industry are a significant part of the global markets. Shipping might also be the most international of all the world's great industries. Due to its global nature, it also has global impacts, though compared to road vehicles, shipping is a relatively small contributor to the total volume of atmospheric emissions.

Air emissions have impacts on the environment and human health. Shipping-induced air emissions have, in some cases, less obvious health and environmental effects than land based emissions, since they can be released far from the populated and sensitive areas. Respectively in the port cities emissions from shipping can be a major source for pollutants especially when it comes down to the fine particles.

Scenarios of the health impacts soon available

During the recent years the shipping industry has worked for reducing shipping-induced airborne emissions. The International Maritime Organisation (IMO) has achieved a consensus on a reduction in emissions and set limits on SO_x and NO_x emissions from ship exhausts and prohibited deliberate emissions of ozone depleting substances. Thanks to this, atmospheric pollution from ships has reduced during the past years. There is still much to do and without continuous work the emissions can grow still as a result of the expected growth in the world trade.

Unfortunately, any kinds of new rules and actions can also have negative impacts such as bounces in shipping charges. Thus, decisions made should be based on real surveyed information. During the past two years SNOOP project has measured shipping-induced NO_x, SO_x, PM, CO and CO₂ emissions aiming to find out how the ship exhaust emissions affect the marine environment and human health. SNOOP researchers have conducted measurements in the port areas, from moving platforms and on board ships, and analysed the data collected earlier. As a result of the work done, the project has been able to create new dispersion model for the shipping-induced SO_x, NO_x and particle matters, to develop new emissions scenarios for the shipping-induced NO_x emissions and to simulate the ship deposition of NO_x to Gulf of Finland. During the upcoming months the first scenarios of the health impacts of the shipping-induced air emissions will be available on the SNOOP website.



The SNOOP project

During the three-year (2009–2012) project the nine Finnish and Estonian SNOOP partners, City of Turku (Lead Partner), Finnish Meteorological Institute, HSY Helsinki Region Environmental Services Authority, Centre for Maritime Studies of University of Turku, Åbo Akademi University, Metropolia University of Applied Sciences, Kymenlaakso University of Applied Sciences, Estonian Environmental Research Centre and Tallinn University of Technology / Marine Systems Institute work together to produce policy-relevant, scientifically based information on emissions from shipping and their effects. The project is financed by Central Baltic INTERREG IV A Programme 2007–2013 and Centre for Economic Development, Transport and the Environment (ELY) of Southwest Finland. The total budget of the project is approximately 1.3 MEUR.

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CENTRAL BALTIC
INTERREG IV A
PROGRAMME
2007–2013

This story reflects the author's views and the Managing Authority of Central Baltic INTERREG IV A programme 2007–2013 cannot be held liable for the information published by the project partners.

European Partnership for Integrated Sustainability Management launched

Text: **Esther Kreutz** Photo: **Kirsi-Marja Lonkila**

In June 2011 the CHAMP project consortium launched the European Partnership for Integrated Sustainability Management as part of the Bonn Resilient Cities 2011 Conference. The European Partnership brings together practitioners and promoters of the Integrated Management System (IMS) and aims at going beyond the impact that individual organizations could achieve alone.

The European Union has called for an integrated approach to be applied, when developing and implementing strategies and action plans during the past years. UBC EnvCom has been, together with other European organizations, developing and implementing an integrated management system in various projects. Currently the project "CHAMP – Local response to climate change" is applying the integrated management system on the issue of climate change. During the project, over 60 municipalities have been trained in four countries.

The aim and vision of the European Partnership

The European Partnership aims at mainstreaming the integrated approach on local and regional level in EU-27 to successfully implement EU sustainability policies. More specifically, it aims at enabling local and regional authorities

to use the Integrated Management System and to organise their work on sustainability and climate change issues. The focus is put also on finding synergies between different initiatives on sustainability and climate change. Through establishing training capacity and serving as a competence platform for knowledge, growth and exchange, the Partnership supports the integrated management in EU, local and regional governments.

National training hubs – the core of the partnership

The Partnership provides members – and ultimately the EU – with a coherent framework to practically apply the EU integrated approach. National IMS training hubs are in the core of the Partnership and offer IMS training and consultancy to local and regional authorities. The Partnership offers the opportunity to share experiences and knowledge in applying the integrated approach, but it also enables advancing the IMS itself based on experiences and constantly developing standards. Furthermore, the Partnership offers practical support and information about the EU and national policy processes. So far the Partnership has 12 members representing national training hubs in Finland, Hungary, Italy, Germany, Spain, Poland and Romania.

Would you like to join or get more information about training possibilities in your country?

Please contact Mr. Pekka Salminen, CHAMP Project Manager, pekka.salminen@ubc.net

New partnership members at the launch



Cooperation for successful climate change work in the Baltic Sea region

Text: **Esther Kreutz** Photo: **Pekka Salminen**

The EU Baltic Sea Region Strategy calls for immediate action to defeat climate change in the Baltic Sea Region. Impacts of the changing climate can already be experienced and due to its location and special hydrological circumstance the region is particularly vulnerable. The strategy stresses the importance of identifying the impact of climate change more precisely at local level, how to reduce this impact as well as the need for cooperation in that field. The Baltic Sea region Covenant Club will provide a platform for BSR cities to exchange ideas and solutions for implementing the Covenant of Mayors commitments.

The Baltic Sea Region has great potential to be a model region in the field of climate change: there are already a lot of good experiences and practices in the field of mitigation and adaptation to climate change. However, there is still room for improvement in areas of energy efficient buildings, energy production and sustainable transport including improved intermodal transport. These issues are usually dealt with on local level and there are a lot of forerunner cities and municipalities in the Baltic Sea Region. At the moment 185 Mayors in the BSR have committed themselves and their cities and municipalities to take action against climate change and signed the Covenant of Mayors!

The Covenant of Mayors is a successful initiative started by the European Commission empowering the local level to take action. Until today over 3000 local authorities all over Europe have signed the Covenant and committed themselves to implement the Sustainable Energy Action Plan (SEAP) and many concrete measures to reduce GHG emissions. To assure a proper support of the actions taken by cities and municipalities, a growing number of so called supporting structures have signed the Covenant and are giving their share by helping the local authorities in developing SEAPs, planning measures and facilitating exchange between relevant actors.

The Baltic Sea Region Covenant Club

Over 30 UBC member cities have signed the Covenant of Mayors. As the only regional supporting structure, UBC EnvCom wants to support its member cities in implementing the Covenant of Mayors commitments, in close cooperation with national supporting structures.



During the XI. UBC General Conference, the Baltic Sea Region Covenant Club was promoted for the first time and will start its activities during autumn/winter 2011. In connection with other UBC events, the Club will serve as a platform facilitating exchange and mutual learning between UBC member cities on Covenant related issues.

Involve yourself!

The Baltic Sea Region Covenant Club will offer 5 free training possibilities during the next 2 years, focusing on different topics, like SEAP development, reporting and other issues according to your wishes!

The first workshop will take place in connection with the Joint Commission meeting in Halmstad 8.-11.5 2012. The meeting will be organized jointly with the UBC Commissions on Environment, Energy, Urban Planning and Traffic, thus offering an even wider range of fields and perspective.

More information will be sent out to all UBC member cities during the autumn 2011!

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Food and climate are linked

- how we communicate the message to reduce the food's carbon footprint!

Text: **Marie Janson, Climate Office, the Municipality of Örebro**

Photos: **Erik Lundell**



As one part of the climate work of the Municipality of Örebro, the impact on the climate and the environment caused by the food consumed within our operations and activities must be reduced. This represents a large and important part of this work, as a quarter of all the climate emissions can be linked to the consumption of food.

Since the climate plan was adopted in June 2010, it has been a powerful motivator in the form of policy objectives. Such political goals, good implementation and subsequent monitoring and feedback, are all prerequisites for the project to be successful. The political objectives state that, by the year 2020, our municipal operations and activities, as well as those of our municipal companies, will have reduced greenhouse gas emissions by half when compared with 2000. At the same time, the amount of wastage from meals will also reduce by half.

Computer programs with climate figures

Due to the fact that the entire food chain from farm to table produces emissions of greenhouse gases, there is no easy way to calculate the effects that any of the various products have on the climate. A computer program that calculates nutritional value is

being used today as a planning tool for meals. This program will also be linked to the climate figures in the future, meaning that for each meal it will be possible to see the effect that everything on the plate has had on the climate.

Different products inflict different levels of damage on the environment. This tool will give us the opportunity to be able to remove from the menu, as early as the planning stages, those food items that have the greatest impact on the climate. Coupled with statistics regarding the purchasing details of the municipality's various operations, a reasonable assessment of the climate emissions can be made and improve the food.

Educational material with good examples

In order to communicate ideas and goals about the effects that the food has on the climate, the Climate Office and our dietary organisation have produced some educational material entitled "Smarter Food", which explains the main ideas and how they can be realised. Experiences from the municipal kitchens are interspersed with examples of what would make a better choice for the climate. The message to any affected dietary and nutritional organisations, and indeed other operations, is that there are goals to be achieved. Furthermore, each and every activity contributes in its own way, stemming from the current level. Positive reinforcement and follow-up represent both the carrot and the stick.

Visible results

Through the concept of “Smarter Food” on the menu, the municipality of Örebro can now take a holistic approach. The food being cooked and served in the municipality should be tasty and nutritious, but it should also inflict as little damage on the climate as possible. Visible results of the successful efforts regarding information and communication are an increase in the purchases of organic products, a massive investment in education and occupational training for the staff, and not least an amazing level of commitment from everybody involved.

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Climate Office,
Municipality of Örebro



Ecological Municipal Police in Malbork

Text: **Aleksandra Kapejewska**

Photo: **Archive of City Hall of Malbork**

Frequent traffic jams and obstructions no longer pose any problems for the Municipal Police in the city of Malbork, Poland. Owing to bicycles and electric scooters, the municipal police officers can quickly reach every location in the city. The use of the vehicles combines the idea of propagating ecological actions and ensuring the safety of the residents and tourists mainly in the city centre, the surrounding of the castle and the boulevard on the Nogat River especially during the holiday season.

Apart from its bicycles, the Malbork Municipal Police move around on two scooters, which propelled by electric energy, do not emit any exhaust fumes. Depending on their versions, the scooters can cover up to 100-140 km, while the total charging period amounts to max. 5 hours. The single-track vehicles can ride with the maximum speed of 110 km/h and do not generate any sounds. They are not only ecological but also economical. The maintenance costs are much lower in comparison with the traditional single-track vehicles and they drop to almost zero in the case of the bikes. The municipal police officers on bicycles and scooters not only secure the public order, but are also quite an attraction, being the most often photographed “object” in the city.



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Climate smart households in Linköping

Text: **Liv Balkmar** Photo: **Magnus Nilzen** and **Per Sjöström**

The municipality of Linköping has set high climate goals – Linköping shall be carbon dioxide neutral by 2025. This is a tough goal. A pre-condition in achieving this challenge is that there must be cooperation between the municipality, inhabitants and those working in Linköping.

The work is done towards energy efficiency within the transport and energy sectors, to change from fossil to renewable fuels. However, it is not enough to work with physical activities; the municipality of Linköping is convinced that there is also a need for behaviour-changing and information campaigns as well as a continuous dialogue between politicians and citizens.

The lifestyle changes as key

One of the many projects conducted in the municipality of Linköping aimed at increasing knowledge, awareness and involvement of the citizens of Linköping to global warming. This "Climate-smart household" project ran during 2010. The inten-

tion with this project was to highlight the impact that our lifestyles have on our climate but also to show that even small changes to our lifestyles can make a difference.

Six participating households were involved in the project and during this time they took part in **challenges** and **experiences** covering various themes. The six themes were: save household electricity, heat and hot water, climate-friendly food, long and short distance transport and consumption.

The participants were given some trainings in various subjects, including eco driving and a cookery course covering climate-friendly, seasonal and locally-produced food. They all had their bicycle serviced and were issued with bicycle helmets. In addition, those who wished could borrow an electric bicycle from the municipality. For those participants living in a house, a thermography was carried out. During the project period a number of talks about climate-smart house holding and its challenges were given and the participants invited to attend.

The results from the climate-smart household –project show that the greatest savings can be made in carbon dioxide emissions through a reduction in car use on a daily basis. Increasing the proportion of vegetarian meals and eco driving also had a positive effect on the result of the project. Increased recycling and





less food waste were also areas that were highlighted to have a great potential in reducing climate impact. If all the inhabitants of Linköping implemented the same lifestyle changes the annual carbon dioxide emissions in Linköping would drop by about 4,800 tonnes.

Increased awareness raised

One of the goals of the project was to gain publicity and create awareness of the project, initially to the inhabitants of Linköping. This goal exceeded expectations. The continuous work with local media resulted in 26 news items about the project in seven different media channels.

The experience according to the project leaders is that it is easy to recruit interested families to this type of project, but difficult to attract participants who do not already live a climate-aware lifestyle.

- One success factor for this kind of project is that the participants have both the time and the desire to be ambassadors for the project, says Liv Balkmar and Per Sjöström, project leaders.

Public awareness for this project was also measured through a telephone survey. The aim was that, of those called, 25% should be aware of the project; the outcome was 42%. A further goal was that 75% of those called would be willing to participate in one of the Climate-smart challenges. The result was that all those asked were willing.

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Electric cars will soon be rolling on the streets of Tartu

Text: **Raimond Tamm, Vice-mayor of Tartu**

The city of Tartu will get 30 out of the 500 electric cars that the Estonian government is obtaining in exchange for selling the emission quotas. These cars will be given to the social workers in the city. In addition, the officials in the city government will get four electric vehicles for their work-related travels.

As soon as the news about getting electric cars in exchange for the emission quotas was published, the Tartu City Government submitted an application for getting 30 Mitsubishi i-MiEV electric cars. The electric cars will be given free of charge to the social workers of the local governments for performing their duties. In addition to the cars given to the social workers, the Tartu City Government applied for a purchase grant for buying four electric cars which would be used by the city government officials for work-related travel.

Improved quality of social services

The social workers of Tartu will get the electric cars in November and the cars will remain in their possession until 2015. The funds received by selling the emission quotas will be used to install electric vehicle recharging infrastructure across Estonia. Each car that Tartu gets will be accompanied by one recharging point. In addition, there will be 15 public recharging points in Tartu.

The high number of new electric cars will bring about a dramatic improvement of the quality of social services. This will help dozens of social workers to do their job faster and more efficiently by providing better care and servicing for more people. This is good for both the social workers and their clients.

The maintenance of electric cars is considerably cheaper than that of regular vehicles, which reduces the cost of travel per one kilometre. This enables the City Government to cut costs on work-related travel.

Innovative and future oriented steps

The introduction of electric cars is an innovative and future-oriented project, which helps to save energy and the environment. It is for this purpose that compressed gas fuel has been taken into use in public transport. There are five public transport buses that use gas fuel in Tartu now. It is forecast that by 2018, half of the bus fleet will be using gas, and the aim is to start using environmentally friendly biogas as a fuel in public transport.

Environmentally friendly public transport is one of the key words in the development plan of the city of Tartu for years 2012-2020, which is open to public debate at the moment. Tartu has joined the project "Baltic Biogas Bus" in order to promote environmentally friendly public transport.

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Me and my sea have a wonderful relationship – but it has to be nursed

Text: **Stefan Edelsvård** Photo: **Kalbar**

In Sweden, Finland and Estonia, approximately 20% of the households are not connected to a municipal waste water treatment system. It is estimated that these households discharge similar quantities of over-loading nutrients as the majority of the households connected to the municipal grid. Through the project, hundreds of house-owners will be reached and encouraged to invest in environmentally sound waste water treatment equipment.

Throughout the archipelago there are several facilities available for emptying of toilet waste, as well as some of the marinas are equipped with pump-out facilities aimed at receiving waste water from leisure boat lavatory tanks. An increased use of these facilities would contribute to an improvement of the aquatic environment. The project part-

An excess flow of nutrients deriving from unsatisfactorily treated household waste water contributes to the bad aquatic environment in the Baltic Sea. In addition to this waste water from leisure boats that is discharged straight into the sea contributes to the eutrophication and may have significant effects especially in shallow areas with low rates of water circulation. The project Act4myBalticSea offers practical information, advice and solutions to handle these problems.

ners of Act4MyBaltcSea encourage boat owners to use existing facilities, and marinas to install more facilities.

Water quality monitoring through automatic measurements

In several shallow bays of the Baltic the natural cycles have been disturbed. Better information about the environmental status of the coastal waters may contribute to increased environmental awareness and improved public behavior.

As part of the Act4MyBaltcSea project, equipment has been placed in three bays of the inner archipelago to measure the actual aquatic situation. Hopefully, an improvement of the natural cycles in the inner archipelago will also be detected. The parameters that will be measured are mainly: Temperature, turbidity, nitrate, dissolved organic carbon, total organic carbon and chlorophyll a (green algal pigment).

Automatic measurements

The so-called Spectrolyser probe, the measuring unit in the automatic monitoring stations, is set to measure four water quality parameters. By measuring absorbance at different wavelengths, and calibrate the result to values determined by ordinary laboratory analyses, different parameters can be monitored. The equipment is set to measure turbidity, dissolved organic carbon (DOC), total organic carbon (TOC), and nitrate.

Turbidity is a measure of particles suspended in the water column. This includes resuspended sediment particles as well as particles transported by inflowing water. Also phytoplankton is included in the turbidity measure. Turbidity is partly a measure of transparency. Transparency is also dependent of dissolved matters not included in the turbidity measurement. The brown color often present in the water is due to humic substances that are measured, as DOC, while phytoplankton and other organic particles also are included in TOC.

The effects of eutrophication, such as algal blooms, are maintained by the availability of nutrients such as nitrogen and phosphorus. Nitrogen is mainly available to the phytoplankton production as nitrate. The concentration of nitrate usually decline to zero at the



end of spring –nitrate limits the phytoplankton spring bloom. If the nitrate concentration remains at low level at summer, but available phosphorus is present together with calm and sunny summer days, the stage is set for summer blooms of nitrogen-fixing cyanobacteria (blue-green alga).

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Act4myBalticSea is a part of the EU Archipelago and Islands Sub-Programme of the Central Baltic INTERREG IV A Programme 2007–2013, and runs from May 2010 throughout December 2012.

The project is a cooperation between the Swedish municipalities Norrtälje and Östhammar, City of Uusikaupunki in Finland, and Pihtla municipality in Estonia. The Erken Laboratory of Uppsala University and Kuressaare College of Tallinn University of Technology also take part in the project.

“Mobile for the Climate in Rostock!”

- The Climate Action Day for all ages

Text: **Ilona Hartmann**

Photo: **Office of Environment Protection (Amt für Umweltschutz)**

The European Mobility Week, sustainable mobility, climate change and alternative energy were the keywords of the Climate Action Day “Mobile for the Climate in Rostock” in September 2011. This event was organized by the Office of Environmental Protection in cooperation with the Working Group “Climate Protection and Mobility”.

The Climate Action Day was focused on the most pollution free means of transport - the bicycle. Many activities were offered to the public. The young visitors tested a energy-power-bicycle if they could bring water to boil only by using pure muscle power. The adult visitors were delighted by testing a Pe-delec (electric bike). Afterwards everybody had the opportunity to encode its own bike by the local Road Patrol. A special highlight for making a good deal was the large auction of bicycles. Also the urban public transport operator presented its new hybrid bus and explained the environmentally friendly hybrid drive to all interested ones.

The results of a feasibility study on the vision of a “Bike Station at the Rostock Central Station” were presented and discussed in a panel discussion with politicians and stakeholders. Therefore additionally 400 parking areas at the most important traffic junction of Rostock could be created by the Bike Station. Also a workshop, safe-deposit boxes and a loading station for electrical bicycles should belong to the service.

Impressive services for bikers

The Hanseatic City of Rostock took part in the Climate Alliance action “City Cycling” already for the second time. In contrary to the last year Rostock could triple the number of participants as well as the covered distance by bike. In 2011 more than 370 members in 27 teams covered a distance of more than 47.000 km on their bikes and saved in contrary to car ride 7 t CO₂. The best cyclists and teams were awarded by the Hanseatic City of Rostock

During the afternoon two bicycle competitions were awarded with prize money and gifts: “City Cycling” and “Rostock Bicycle-friendliest Enterprise 2011”. The “Rostock Bicycle-friendliest Enterprise” in year 2011 is the engineering company WASTRA-PLAN. The jury was especially impressed by the service for the employees riding bike (repair shop, showers, covered bicycle parking) of the company. By now, there is already a fixed green insigna at the front of the office building, which shows that the company is the bicycle-friendliest one in 2011.

A big stage, a professional presenter and live music from a school-band set the frame for the interesting stage programm. Next year the Hanseatic City of Rostock will organize a public Climate Action Day again.

The Rostock Working-Group “Climate Protection and Mobility” is composed of representatives of Deutsche Bahn AG, Rostocker Straßenbahn AG, Allgemeiner Deutscher Fahrrad Club (ADFC Rostock) and employees of the Office of Environmental Protection and of the Office for Civil Engineering and Port Construction.

The prizes of the actions “City Cycling” and the competition “Rostock’s Bicycle-friendliest Enterprise 2011” were financed with prize money of the Union of Baltic Cities. In 2011 the Hanseatic City of Rostock won a prize money in the amount of 2000 € in the competition “Bike to Work” offered by UBC Transport Commission.

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Successful Implementation of Water and Wastewater Economy Program in Slupsk

Text: **Joanna Jaśkowska**

Photo: www.google.pl



The aim of the activities is to improve the natural environment, water and soil purity as well as to adjust the water and wastewater economy of the city and the neighboring communities to the requirements of Poland and EU. For this purpose, the company 'Water Supply Slupsk' has carried out the 'Program of the water and wastewater economy in the region of Slupsk'. The realization of it contributes also to the protection, maintenance and quality improvement of the environment, protection of the human health as well as economic and rational use of natural resources formulated by the economic policy of the European Union.

Protection against real sanitary hazards

In the frame of the 'Program of the water and wastewater economy in the region of Slupsk' following investment projects were realized: modernization and expansion of wastewater plant in Slupsk, construction of a new water treatment plant in Slupsk, construction of the main wastewater transportation system to the wastewater treatment in Slupsk, the arrangement of wastewater economy in Slupsk and the sanitary sewer construction in the neighboring communities. Thanks to the above mentioned investments the bulk sewerage will be able to serve all residents of the city of Slupsk and the neighboring communities.

The implementation of the programme enabled the removal of the existing deficiency of the sewage system, namely nearly the

Since many years the city of Slupsk and the company 'Water Supply Slupsk' have invested in the improvement of the water and wastewater economy in the area to protect the water in the Slupia river, that flows to the Baltic Sea.

entire wastewater of the city flowed to the wastewater treatment through a main pumping system, which was already extremely exploited. In the case of a breakdown of the pumping system, the wastewater would flow without any purification directly to the Slupia river. The creation of a new wastewater transportation to the wastewater treatment system will protect significant land areas of Slupsk as well as the Baltic Sea against real sanitary hazards.

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New options for adapting to climate change in the Baltic Sea Region

Text: **Kirsi-Marja Lonkila** Photo: **Michael Staudt, GTK**

Turning to an end in a couple of months, the *BaltCICA project: Climate change – impacts, costs and adaptation in the Baltic Sea Region* has contributed to the priority five of the EU Strategy for the Baltic Sea Region – anticipating regional and local impacts of climate change. With 13 cases around the Baltic Sea Region countries, regional and local impacts of the climate change have been identified but also, and more importantly, new adaptation options for the municipalities and regions have been introduced.

As a result, the BaltCICA project has produced new knowledge about the impacts of climate change in the region. It has also increased the knowledge about the costs and benefits of the local impacts of the changing climate, which have so far been relatively unknown. Furthermore, the project has given a clearer picture of how the adaptation of climate change is governed. As the regional adaptation strategy for the Baltic Sea Region is currently being prepared, BaltCICA offers valuable information on relevant adaptation options to be used in future.

Reduced uncertainty in decision-making

When it comes to the local impacts of the climate change, uncertainty is always present and makes the decision-making challenging. After all, local decision-making often revolves around the election period when climate change adaptation then again would need to be addressed in longer time perspectives. In the BaltCICA project, practitioners and scientists from different fields cooperated, bringing up new knowledge and thus reducing uncertainty in decision-making.

It's a fact that involving a broad range of stakeholders in the decision-making process increases the ownership of the chosen climate adaptation options. New methodologies for involving stakeholders were developed and tested during the BaltCICA project, resulting in an increased stakeholder and citizen involvement in the adaptation planning in the Baltic Sea Region.

The results of the case studies will be more thoroughly presented in the **3rd International BaltCICA conference** taking place in Helsinki in January 2012 (see next page).



BaltCICA case studies



More information:
www.baltcica.org

Summer school: How to adapt to climate change in the metropolitan regions

Text and Photo: **Kirsi-Marja Lonkila**

In the end of September 2011 a group of students, researchers and practitioners with different backgrounds and experience spent a week working together on how the metropolitan regions could adapt to the climate change. The metropolitan region of Hamburg was used as an example case to test two methods.

One group focused on using the metropolitan lab method to design a future metropolitan region in line with the changing climate. They came up with several innovative measures and plans for the region. Another group went through a scenario workshop with the help of role play. The aim of this module was to develop an adaptation strategy for the metropolitan region of Hamburg. First the participants, playing different stakeholder roles with their interests, had to find consensus among the group. The results of the groups were presented to the stakeholders working on the adaptation strategy of Hamburg metropolitan region.

The summer school, organized within the BaltCICA project by HafenCity University Hamburg, shows how useful transnational cooperation can be. Over 60 participants from 18 countries brought in their experience and expertise resulting in the new



Summer school students on a bike excursion to Wilhelmsburg.

ideas to increase the adaptive capacity of the metropolitan regions.

More information
www.baltcica.org

Climate Change Adaptation in Practice 3rd International BaltCICA Conference

18th – 19th January 2012
City Hall, Helsinki, Finland

The 3rd International BaltCICA Conference sets the spotlight on applied climate change adaptation. The Baltic Sea Region is expected to face changes in precipitation and flood patterns as well as rising sea levels. As coastal urban areas continue to grow, tourism is an important and growing economical factor, and nature and natural resources are to be protected, this leads to new challenges:

How to safeguard drinking water availability and quality?

How to manage riverine and coastal floods?

How to design new urban areas and retrofit existing ones?

At the conference, cities and regions present their solutions and approaches for these challenges. The programme covers topics such as applying scientific results, assessment of adaptation methods, participatory approaches for adaptation and benefits of transnational cooperation. A special focus is given to adaptation in Finland and the Helsinki Metropolitan Area, as well as highlights from Germany, Denmark, Lithuania, Latvia, Norway and Estonia.

The conference is the closing event of the BaltCICA project. The BaltCICA project has been part-financed by the EU Baltic Sea Region Programme 2007 - 2013.

See the draft programme and register by December 17th on the BaltCICA website: www.baltcica.org

Sillamäe promotes sport activities



How to encourage people to choose healthy and active lifestyle? Right, it is necessary to create appropriate conditions for them.

The city of Sillamäe is a beautiful place for sports. The city is constantly investing in its sport facilities like a swimming pool, soccer field and skating park. But one of the most significant achievements is the recent reconstruction of the sports complex Kalev. This complex has a great regional importance, because in the north-east of Estonia there are not so many facilities to carry out trainings, arrange team meetings and high level competitions including school sport actions. The reconstruction project was co-financed by the European Regional Development Fund. The Sport complex is appropriate for different types of sports such as indoor soccer, basketball, handball, tennis, athletic gymnastics, weight lifting, volleyball, indoor hockey, table tennis, boxing and many others.

Multicomplex for all

During reconstruction, much attention was paid to the energy efficiency and safety issues. It will result in less heat loss and reduced energy consumption, especially in the winter months. Also safety and environmental requirements were met to protect all visitors and staff from possible risks.

- Now all complex's frequent customers and potential visitors

are warmly welcome to enjoy renewed interior design and better quality of service, says director of Sillamäe sports complex Kalev, Nikolai Denissenkov.

In addition to the sports activities, the complex's rooms are widely used for cultural and leisure events. The National Culture Days „Baltic Cultural Bridges” – one of the most important cultural events in the region with more than 20 teams from Estonia and abroad, takes place every year. The sports complex is a place for concerts, festivals and cultural events. Also Kalev regularly hosts international dog shows, gathering together about 2000 participants. That is why the demand for such a complex is very high among citizens and guests.

- Our strategic priority is to popularize sport among citizens to create a healthy and sport active society. But we also do everything possible to support the city's sports clubs where people can train more professionally under the careful tuition of clever coaches. Therefore, cooperation with Estonian and foreign sports organizations and exchange of experience should be more active, emphasizes mayor of Sillamäe city, **Jelena Koršunova**.

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New co-chair

Text: **Stella Aaltonen** Photo: **Anna Stenberg**



The UBC Commission on Environment and Commission on Energy had a meeting in connection with the UBC General Conference in Liepaja, Latvia in October 2011. The meeting elected Dace Liepniece as a co-chair of both of the commissions. She is the first female co-chair and the first person from Baltic States to lead the work of the commissions. Congratulations!

Can you tell a couple of words about yourself and your current work in the city of Liepaja?

My work on environmental protection began in 1995 when I started to work for the State Environmental Protection Board. The environmental protection was quite a new branch in Latvia that time and it seemed exciting to me. Now I am working for the Liepaja Municipality since 1999, when the Environmental Department was established. I am mostly responsible for the waste management, air quality management, pollution permits for enterprises and public campaigns such as the Mobility Week, Blue Flag and others organized by the municipality.

In this Questions & Answers' Corner we bring interesting issues into discussion.



Answers provided by Dace Liepniece
– Expert on environment, environmental
and health department
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How have you been involved in the work carried out by UBC before?

I have participated in the work of the Commission on Environment since 1999, since the start of my work for the Liepaja Municipality. Our municipality has participated in several UBC projects on different issues - nature protection, environmental management systems, air quality, transportation, etc. I deem that the work in Commission and participating in UBC projects is very useful for the municipalities. Through it the municipality gets new ideas that could be implemented. It is also a great opportunity for the exchange of experience.

What do you look forward as a new co-chair of UBC Commission on Environment and Commission on Energy?

From the one hand I have to get acquainted on how the work of Commissions is planned, what the duties of co-chairmen have been, because it is one thing to be as participant, and another one – to be involved in the management and planning process in general. I don't intend to make any radical changes, but I would like work more with different cities from Latvia and pay more attention to the interests and problems of the other municipalities in the Baltic States. This would promote and increase their activity in the work of the both of the Commissions.

BADY project plans to tackle alarming health issue of BSR

Text: **Karolina Mackiewicz**

The Baltic Sea Region (BSR) Project on Reducing Alcohol- and Drug related Harm among Young People (BADY) is a joint 10-country response to the alarming increase of the consumption of alcohol and drugs among youth, observed in recent years in BSR. BADY is one of the three flagship projects in the area of health in the European Union Strategy for the Baltic Sea Region (EUSBSR), led – since 2009 – by the Northern Dimension Partnership for Public Health and Social Wellbeing (NDPHS).

The objective of the project plan is to develop an instrument for assessing community readiness to prevent the use of alcohol and drugs among young people between the ages of 13 and 17. This instrument takes into consideration the perspective and living conditions of youth themselves. The project is based on joint cooperation between different actors; local authorities, national institutions, NGOs, research institutions and universities. The project does not limit its partnership to EU countries only, Iceland, Norway and Russian Federation are strongly represented and actively contributing to the project planning.

Facing the challenge of “no-new-funding” principle

The “no-new-funding” principle of EUSBSR has generally proven to be very demanding. The existing cooperation programmes were designed without the EUSBSR in mind and therefore e.g. the BADY project applicants are not eligible for support under the current framework. At the present stage there is no possibility for the project proposal to be funded by one instrument. Consequently, to be able to run project activities, the concept needs to be split into several smaller proposals.

BADY project is considered by EUSBSR as Flagship Fast-track project number 12.9.

More Information:

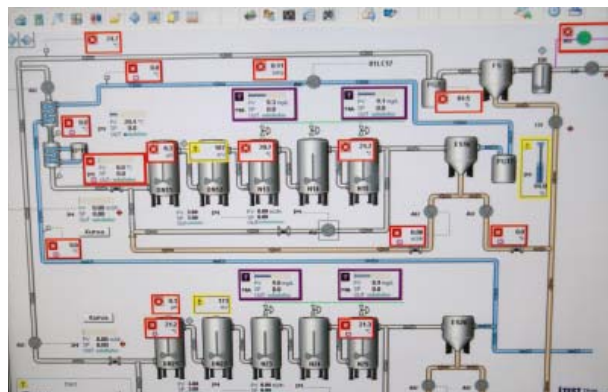
The ADPY TG Coordinator,
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ITEST - Increased Technology and Efficiency in Sewage Treatment

Text: Eva Hjalmered Photos: Curt-Robert Lindqvist and Uwe Fortkamp

What

A three year long Life+ -project aiming at demonstrating improved municipal waste water treatment and improved power efficiency in waste water treatment by adding heat to the incoming water in the treatment process. Added heat from combined heat and power plants, will not only warm up the incoming water, but also stabilize the treatment temperature. This will improve the treatment efficiency, especially for nitrogen (N), and possibly to use the excess heat for pre-warming sludge for anaerobic digestion, and possibly to increase the carbon dioxide content in the air for nitrification.



Why

The Baltic Sea is one of the most polluted waters in Europe. The Baltic States and other nations with a cold winter climate have important problems to meet claims on Nitrogen from sewage treatment plants given in the Directive 98/15/EEC. The main reason to the observed difficulty is that the temperature of the sewage water during the winter season is too cold and may be below 10° C as an average. Raising the temperature of the incoming sewage water will facilitate many EU countries to comply with legislation and reduce the impact on the European lakes and seas.

How

To use heat, e.g. from combined heat and power plants, in order to not only warm up the incoming water, but also to stabilize the treatment temperature. A stabilized process at e.g. 20°C will improve the treatment efficiency, especially for Nitrogen and possibly for other specific unwanted organic compounds.

Where

Hammarby Sjöstadswerk is a unique facility for R&D and demonstrations. It is a platform for development and exchange of knowledge and technologies in water treatment and related environmental technology. Hammarby Sjöstadswerk will be the host of the demonstration plant.

Who

Municipality of Oskarshamn
Emerson Process Management AB
Jayways Innovation AB
IVL, Swedish Environmental Research Institute

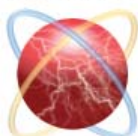
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UBC ENERGY
COMMISSION



The UBC Energy Commission
is part of the Union of Baltic
Cities, for more information
please visit: www.ubc.net.

Making the housing more energy efficient

Text: **Eva Hjalmered**

The UBC Energy Commission is taking part in a new Interreg IVC project called EEMTE (Energy Efficiency in Municipality – Training and Exchange of Experience). The project aims at spreading good ideas and examples when it comes to energy efficiency and housing. Education will be provided towards politicians and civil servants from municipalities and public bodies.

The EU Climate and Energy Package is considered to be a key to an energy efficient and low-carbon Europe. The three overall objectives have become generally known as the 20-20-20 targets: a 20 % cut in emissions of greenhouse gases by 2020, compared with 1990 levels; a 20 % share of renewable; and a 20 % cut in energy consumption. A lot can be done on a local level, and housing is one clear example.

The project has just started and will last until May 2013. To find out more about the project and the work of the Energy Commission, please visit www.ubcenergy.org

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Short News

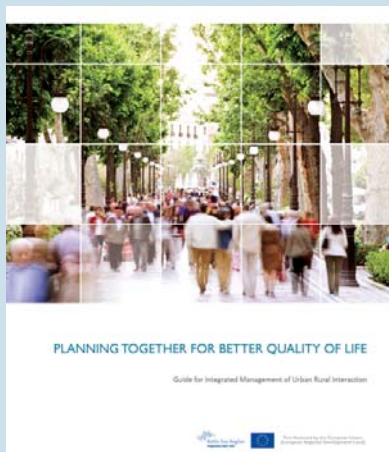
Planning Together for Better Quality of Life

What is the secret behind successful and competitive cities and regions? What makes some places more attractive than others? It is the combination of people who feel happy and thrive in their living environment and a city that takes care of the welfare of its citizens. **"Planning Together for Better Quality of Life – Guide for Integrated Management of Urban Rural Interaction"** is the final output of the NEW BRIDGES project promoting a more integrated approach to regional planning.

In order to build attractive regions, cooperation over municipal borders is necessary. This guide will introduce a model of how to facilitate the integration of the decision making and planning processes across administrative borders and sectors. How to get started with the common planning process; how to involve all the necessary actors, and finally how to implement the plan successfully.

For more information please check www.urbanrural.net.

Lauri Hooli - Project Coordinator



An audit tool

QUEST project (2011-2013) will develop an audit tool to evaluate and improve the quality of urban mobility policies in European cities. The main aim is to support cities in actually making progress towards a more sustainable urban transport system. In the end of QUEST audit cities will receive a certificate which recognises their efforts in sustainable mobility planning.

Altogether 50 cities will be involved in the project. QUEST has 19 partners from 13 different EU Member States and is coordinated by Ligtermoet & Partners in Netherlands. UBC EnvCom is coordinating one of the work packages called "City involvement and communication".

"Re-vitalizing Halmstad" seminar

From **9th to 11th of May 2012** experts in the fields of transport, energy, urban planning and environment will meet in the city of Halmstad, Sweden to study and give proposals for re-vitalizing two areas in the city, a harbor area and an industrial area in the city. During the workshop seminar the first workshop of the Baltic Sea Region Covenant of Mayors Club will also take place.

This workshop seminar is co-organized by the four UBC Commissions on Energy, Environment, Transport and Urban Planning. For more information please contact: Mattias Bjellvi or Karin Larsson in the city of Halmstad or Björn Grönholm; UBC Commission on Environment

Join Friends of Eltis now

Eltis would like to invite you to register as a Friend of Eltis. This is a new feature in the Eltis web portal, the biggest information platform on urban mobility. To be a friend doesn't give you any obligation. You will receive the Eltis-Newsletter, a password that enables you to change your data. With this password you also can download the Eltis videos, the Eltis photos (e.g. for use in presentations or your own brochures), you can rate case studies, you can submit case studies, news items, tools for practitioners, discuss in the user forum etc. All of that is free of charge. Visit our website and register now <http://www.eltis.org/>.

ELTISplus national sustainable urban mobility planning (SUMP) trainings are coming to the Baltic Sea Region. The trainings are meant for local authorities, public administration, mobility planners and all the other interested about sustainable mobility. Awareness raising events will be organized in Latvia, Lithuania, Estonia and Poland. Technical training will be organized in Finland and Germany. For more information visit our webpage or email lauri.hooli@ubc.net.

Social Media

Have you already noticed that UBC Commission on Environment is present in several social medias. Follow us!

Blog: ubcenvcom.blogspot.com

Twitter: [twitter.ubc-environment.net](https://twitter.com/ubc-environment.net)

Facebook: [facebook.ubc-environment.net](https://facebook.com/ubc-environment.net)

LinkedIn: [linkedin.ubc-environment.net](https://linkedin.com/company/ubc-environment.net)

Testing part of the social media is part of project NEAT 2.0 – New Environmental Awareness Tools project, financed by the Finnish Ministry of Environment. The project organized recently a online game competition. Results of it will be announced in December 2011.





UBC ENVIRONMENT AND SUSTAINABLE DEVELOPMENT SECRETARIAT

Union of the Baltic Cities (UBC) is a network of 106 cities from all ten Baltic Sea countries, with an overriding goal of contributing to the democratic, social, cultural and environmentally sustainable development in the Baltic Sea Region. UBC Commission on Environment (UBC EnvCom) is one of the 13 commissions of the UBC.

Practical work of the Commission is carried out by UBC Environment and Sustainable Development Secretariat. Its services for the cities include for example organising meetings and policy work, preparing documents and publications, initiating and running projects, and consulting and training. The Secretariat carries out Baltic Cities Sustainable Development Surveys biannually, publishes Baltic Cities Environmental bulletin, and offers Good Practice Database for local authorities at www.ubcwheel.eu.

The current staff of Environment and Sustainable Development Secretariat consists of 16 professionals working fulltime for the UBC.



EnvCom,
Turku

Our aims

UBCWheel

UBC Good Practice Database (UBC Wheel) is a database full of practices that cover sustainable development in Baltic Sea cities including all topics from transport to health and from social aspects to economic instruments; all dimensions of the Aalborg Commitments. At the moment, there are 500 cases inserted in the database.

www.ubcwheel.eu

Projects



PRESTO - PURE - CHAMP - NEW BRIDGES - BaltCICA - Eltis+
- QUEST - SUSTAINMENT - BUSTRIP... just to mention a few.

Contact us

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EUROPEAN CLIMATE CHAMPIONS

Solutions for integrating climate change into local strategies

ONLINE CONFERENCE 14. - 15.12.2011

www.climatechampions.eu

The conference invites local and regional authorities, state level representatives, NGOs and other actors to discuss the role of municipalities in local response to climate change and the importance of the integrated approach.

The conference aims at answering the questions:

- What kind of solutions do municipalities have for systematic local climate work?
- How could the capacities of municipalities be improved in responding to climate change?
- How to implement the integrated approach on EU level?

The conference will present the results of the CHAMP project including **concrete solutions from pilot cities** in four European countries (Finland, Hungary, Germany, Italy), an **online capacity development and training package** for local climate work and **new cooperation possibilities** through a European Partnership for Integrated Sustainability Management.

The participation is free of charge and no registration is needed.

WELCOME!



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Guide for Integrated Management of Urban Rural Interaction

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